



City of San Antonio, Texas

Development Services Department

TO: Development Services customers

SUBJECT: INFORMATION BULLETIN # 545
Bicycle Parking Requirements

DATE: July 10, 2012

As a customer service initiative, the Development Services Department (DSD) has created this Information Bulletin (IB) to assist Department customers understand the bicycle parking requirements adopted as part of the Unified Development Code (UDC). The requirements were initially adopted in January 2009 and subsequently clarified in November 2010 and are currently placed in Section 35-526 of the UDC.

1. Code Requirements

The current UDC provisions include several requirements. First, there is a requirement in subsection 35-526(b) to provide bicycle parking at a ratio equal to at least 10% of the minimum number of vehicle spaces, except in the "D" and "IDZ" districts where the ratio is increased to 25% of the typical vehicle parking requirement for the land use.

(b) Table of Off-Street Parking Requirements

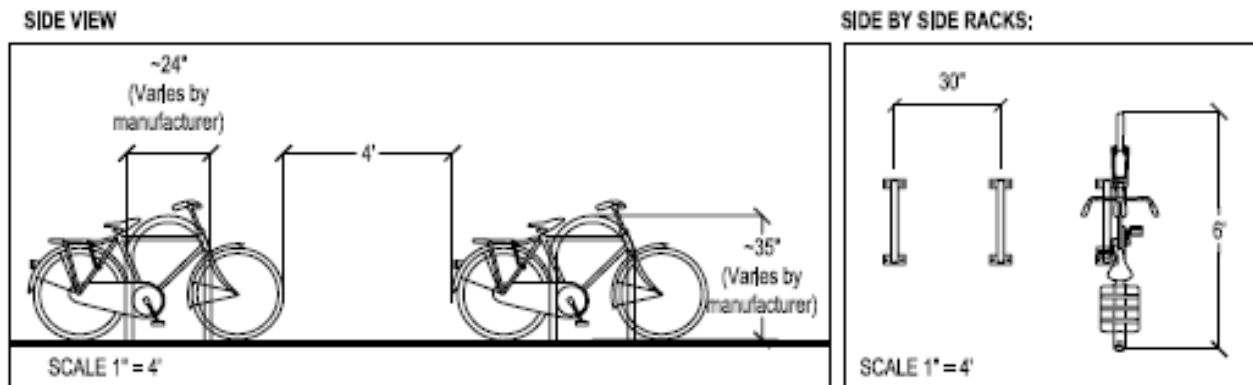
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- (8) Bicycle parking spaces. Bicycle spaces shall, at minimum, equal ten (10) percent of the number of the minimum required vehicle spaces required for a given use. Bicycle parking may be short or long term in nature, and shall not create any obstruction to public walkways, bus stops and/or entrances and exits to buildings.*
- (9) Bicycle spaces shall be provided in the "D" downtown zoning district and all "IDZ" infill development districts at a minimum rate equal to twenty-five (25) percent of the minimum required vehicle spaces for the proposed use as if the proposed use were in a non-residential zoning district requiring minimum off-street parking. Bicycle spaces shall include bicycle racks or bicycle lockers which shall not obstruct pedestrian traffic in accordance with subsection (l) [comment: this refers to 35-526(l) which is shown on the next page].*

The second requirement is found in subsection 35-526 (l) for the necessary fixtures to provide for safe and secure bicycle storage, specifically bicycle lockers or racks. Specifically the code provides a recommended design and dimensional standards to allow adequate space to secure bikes to the fixture.

- (I) **Bicycle Spaces.** Where bicycle spaces are required by §35-526(b), bicycle racks or lockers shall be located within fifty (50) feet of a building entrance. The spaces shall not be located behind any wall, shrubbery, or other visual obstruction lying between the principal building and the bicycle spaces. The placement of bicycle racks or lockers should minimize conflicts with both pedestrians and motorized traffic. All bicycle parking provided should be set in concrete or flange mounted on concrete, and located a minimum of twenty-four inches (24") from a parallel wall, and thirty inches (30") from a perpendicular wall as measured to the closest bicycle rack.

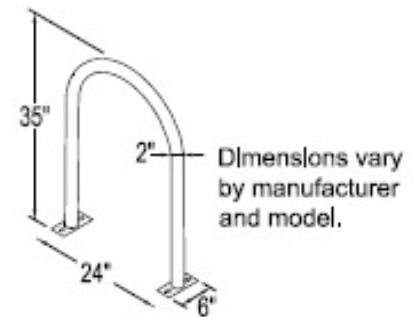
Bicycle spaces may be provided through bicycle lockers or bicycle storage racks. Bicycle spaces shall be at least two (2) feet in width and six (6) feet in length and shall be identified with MUTCD [comment see Manual on Uniform Traffic Control Devices, <http://mutcd.fhwa.dot.gov/>] compliant (D4-3) signs advising persons of the location. Where each parallel bicycle rack is spaced at least thirty inches (30") apart said racks shall be counted as providing two bicycle parking spaces (one on each side of the rack) provided there is at least four (4) feet between each bicycle space where arranged in linear fashion.



The recommended bicycle rack design is an inverted U however; other bicycle security devices may be approved for use as long as they provide for:

1. Supporting the bicycle frame at two locations (not just a wheel);
2. Allowing both the frame and at least one wheel to be locked to the rack (without requiring that the lock be placed near the bicycle chain);
3. Allowing the use of either a cable or "U-type" lock; and
4. Bicycles that are equipped with water bottle cages.

PREFERRED "Inverted U Rack" DESIGN



ACCEPTABLE DESIGNS



Creative Pipe Inc.
Model CPBR 2-F-P



Oversized
Inverted U

UNACCEPTABLE DESIGNS



This type of rack can bend the wheel.



This type of rack does not
support the bicycle frame
in at least 2 places.

2. Downtown Area Requirements

As explained in the previous section the downtown area has specific bicycle parking requirements. To facilitate implementation of this objective, the City has established a procedure for allowing placement of bicycle racks within the public right-of-way. The application form for this downtown bicycle rack placement program is available online at <http://www.sanantonio.gov/oep/sabikes/docs/Bike%20Rack%20Application%20for%20DT%20Businesses.pdf>

3. Bicycle Storage Vendors

The City of San Antonio does not require the use of a particular vendor and intentionally provides latitude within subsection 35-526(l) to allow flexibility in designing an appropriate site-specific solution. For customers needing design assistance, the City recommends searching the internet for vendors that supply frame-supporting bicycle racks.

4. Variances and Reductions

Typically a departure from the parking requirements of UDC Section 35-526 require a parking adjustment from the Zoning Board of Adjustment however staff may approve certain parking reductions as follows:

A. Tree Preservation. Pursuant to 35-526 (b) (6) the Director may waive up to 50% of the minimum parking spaces required by Table 526-3 upon a written finding that the waiver will result in the preservation of woodlands or significant stands of trees in a natural state, or that the waiver will further a public purpose established in the master plan.

B. Minor Parking Reduction. Pursuant to 35-501(c)(1), the Director may grant a reduction of up to 10% of the required parking.

The procedure to request an Administrative Exception is further explained in Information Bulletin #124 available online at:

<https://webapps1.sanantonio.gov/dsddocumentcentral/upload/Variance,%20%20Administrative%20-%20%20Requests.pdf>

To request a parking adjustment from the Zoning Board of Adjustment, the application form is available online at:

<https://webapps1.sanantonio.gov/dsddocumentcentral/upload/ParkingAdjustment.pdf>

5. Additional Public Resources

Application for Downtown Bicycle Rack Placement

<http://www.sanantonio.gov/oep/sabikes/docs/Bike%20Rack%20Application%20for%20DT%20Businesses.pdf>

San Antonio Bikes, City of San Antonio Office of Environmental Policy

<http://www.sanantonio.gov/oep/sabikes/>

San Antonio Bike Plan 2011

<http://www.sanantonio.gov/oep/sabikes/bicycleMP.aspx>

San Antonio Bicycle & Pedestrian Maps and Trails

<http://www.sanantonio.gov/oep/sabikes/mapsTrails.aspx>

Metropolitan Planning Organization Bike and Walk Program

http://www.sametroplan.org/Bike_Walk/bike_walk.html

Alamo Area Council of Governments – Biking page

<http://www.cleanaidrive.com/CommuteSolutions/Biking/default.htm>

City of San Antonio Unified Development Code, Section 35-526

http://library.municode.com/HTML/14228/level2/ARTVDEST_DIV6PASTST.html#ARTVDEST_DIV6PASTST_S35-526PALOST